

Business Announcements

STELACK AND WINN,
GENERAL DEALERS,
NICKEL AND SHANGHAI,
650 hours from 10 a.m. to 5 p.m.
Hongkong, 24th May, 1898.

PRIVATE BOARDING ESTABLISHMENT,
MUNICIPALITY,

AT 263 Queen's Road East,
Close to the Parade Ground
Hongkong, 24th May, 1898.

THOMAS H. HANLEY,
GENERAL PLUMBERS, COPPER

AND BRASS,
IRON AND GUM FITTINGS,
In the Road West,
Hongkong, 24th May, 1898.

NOTICE.

NOTES AND ACCOUNTS COLLECTED
with depositors and
TRADE NOTES FOR RENT
to be collected.

NOTICE OF RECEIPT.

THOS. W. HARRINGTON,
GENERAL DEALER, SAW SAW,
Hongkong, 24th May, 1898.

THOMAS H. CO.,
DISPENSING & ANALYTICAL
CHEMIST,

DAWATH MANUFACTURERS,

medicines, drugs supplied and refined.

TEETH EXTRACTED.

INTER-TELEGRAPHIC DISPENSARY,

Hongkong, 24th May, 1898.

PHILIP K. LEIGHTON

GENERAL DEALER, SAW SAW,
Hongkong, 24th May, 1898.

NOTICE.

AT THE HARBOUR MUSEUM,
September 20th.

NOTICE.

THOMAS H. CO.,
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CHEMIST,

HONGKONG, 24th May, 18

Ducks.

THE UNION DOCK COMPANY OF HONG KONG AND SHAMPOO, LIMITED.

The Company respectfully beg to call the attention of Shampoo to their refreshments at SHAMPOO and HONGKONG, which offers every facility for the DUCKING and HAPPI-DOCK.

Their Dozen Winespoons in good working order, and are supplied by Steam, and the Workshops are supplied by Gas, and the Gasometer, and Machine works. Materials supplied of the best kind and on the most reasonable terms, a variety of which masts and booms can be taken out of Vessels.

Their Honourable Establishment comprises the Workshops of Shipwright, Blacksmith, Boilermaker, and Machine works, and possesses a pair of lifting shears.

Their Grand Dock at Shampoo, a most attractive and safe, built, and full dimensions to admit the docking of any Vessel coming to the harbour, will be completed in a very short time.

The Steam Tug "Dolphin" is always in readiness to tow Vessels to Dock, free of charge, and to give or new birth to any Vessel.

Their Dock is under the superintendence of experienced European officers.

For particulars apply to the office of the Company, Queen's Road, Hongkong.

JOHN INGLIS.

H.B.—Commissaries of Masters of Vessels, who are in the service of the Company, will be paid at the Dock or at Hongkong, will please address their complaints to the Office of the Company, which will receive the immediate attention of the Directors.

Hongkong, 11th October, 1869.

PORT OF AMOTY.

SHIPWRECKS, AGENTS, AND COMMANDERS are informed that the UNION DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility for Repairing and Splicing, Casting, and Fitting Iron and Steel, and Shipwrights and Boatmen.

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is the largest in length, and the largest, and most ornamental steam-hump of great power, ever erected in all states of the Union.

At every spring, the UNION DOCK COMPANY'S Dock is the best in the world.

Their two smaller Docks, also built Granite, can receive Vessels up to 100 feet long.

Their Marine contains a large Engine and Boiler Shop, and Boatmen's and Boat-builders' Shop.

ENGINEERS' WORKSHOP fitted with Lathes and other Tools driven by steam.

AN IRON FOUNDRY for casting iron, and a IRON FOUNDRY.

The different departments are superintended by expert Engineers and Foremen.

THE UNION DOCK COMPANY'S FOUNDRY.

One word to the members of *Shamoa* that are in the service of the Company, and the abuse committed in connection with the *Shamoa* traffic, is one of universal interest.

47 1869, 10th October, 1869.

NOTICE.

THE Underwriters take the attention of Masters and Agents of vessels discharging at this port to the great advantage to be gained in making of convenient, despotic, and economy by making use of their Wharves, or New Wharves.

With the assistance of steam cranes, a general cargo can be landed, stowed, and removed from the wharves in a very short time.

There are large, dry, and very commodious break wharves, which are available for the loading and unloading of cargo.

The trouble and cost of carrying out the cargo comes, when the vessel is loaded, to the master.

Charge of cargo to the town (which is within easy distance) is guaranteed to be not more than 10/- per ton from the road, and the cost of removal to the wharves.

There is always a large stock of bags, Iris, and Welsh sacks on the wharves, which are supplied to the vessel by the Company.

Small vessels going alongside to take the discharge pay no wharfage.

Vessels discharging cargo pay a wharfage of 1/- per ton, and the charge, when the Company's expenses are taken into consideration.

Arrangements have been made by which, in general, to ship or otherwise can be done with dispatch as the vessels are lying alongside the wharves.

One word to the efficient European pilot on the premises, and when required, a steamer is always available.

THE UNION DOCK COMPANY, LIMITED, Singapore, 1st April, 1869.

PORT OF AMOTY.

NOTICE TO MARINERS.

THE BUOYS, setting the dangers, and marking the route of a vessel have been suspended according to the rule in the British Admiralty and Trinity Board, viz.—to mark the STARBOARD side of a channel, and the PORT side of a channel.

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KELLET SHIP, Northland, formerly named by a striped topgallant mast, now marked by a striped topgallant mast.

COCKER ROCKS, formerly marked by a red buoy, are now marked by a vertically striped topgallant mast, and are suspended according to the rule in the British Admiralty and Trinity Board, viz.—to mark the STARBOARD side of a channel, and the PORT side of a channel.

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